

## **Path Policy**

### **Objectives**

The purpose of this policy is to define the criteria to determine where and how new and replacement paths within road reserves, parks and natural areas are to be provided throughout the Town, including the standards for design and construction by the Town and Developers.

### **Scope**

This Policy addresses the requirements for the design of new and replacement paths, including the evaluation process undertaken by the Town for the paths it installs. It also addresses the developer's responsibilities for new paths that are required as part of a new subdivision or development.

### **Policy statement**

Council views the street as being an important space for the community and recognises the need for a path network within the street reserve that provides connectivity, amenity, and integration of a safe, efficient, and attractive path network within the streetscape.

In recognition that the street is an important space for the community, the existing verge and streetscape environment will be considered as part of a request for a new path to ensure that existing vegetation is not compromised by the path. Furthermore, consideration will be given to any detrimental impacts that a new path may have on natural areas.

The priority is to develop a network that not only works for vehicles and public transport provision, but is more efficient and accessible, catering for use by pedestrians, cyclists and wheeled recreational devices that will allow the public to safely and effectively access parks and reserves, public transport, educational institutions, commercial centres, public access ways and other community amenities.

The timing of new paths, upgrade or renewal will be determined based on the availability of funds and priorities.

## Evaluation Process for A New Path

The requirement for a new path will be assessed against the following:

- Does the street have an existing path
- Would a path provide connectivity to the balance of the path network
- Improves access (walkability) for pedestrians, cyclists, and users of public transport
- Maximises the functional, flexibility and use of public spaces
- Would a path provide access to parks and reserves, public transport, educational institutions, commercial centres, public access ways or other community amenities
- Evidence that the path is required for people of all abilities
- Will there be a detrimental impact on the existing streetscape environment, including natural areas
- Supports conservation and environmental outcomes;
- Expected user volumes
- Vehicle traffic volumes
- Cost

## Path Design

New path designs will consider the following:

- The pedestrian path and/or shared path alignment adjacent to the property line is Council's preferred location for paths located within road reserves unless there is a compelling reason for another alignment.
- The standard minimum path width shall be 1500mm.
- The Town will consider on a case-by-case basis, the most appropriate path surface, considering cost of installation, cost of maintenance and may include permeable surfacing to promote infiltration.
- Where a single path is to be provided, it will be located on the side of the street that provides the best linkage/connectivity to the existing path network and or the least impact of services and infrastructure.
- Paths are to take precedence over crossovers and the path is to be a continuous accessible means of travel so that all users can use it without encountering barriers.
- Impacts on the existing streetscape environment, park or natural area will be considered to ensure a new or replacement path does not cause a reduction to tree canopy and adverse impact on the environment.
- Path alignments in parks and reserves will be designed to provide direct routes through the area while ensuring they connect to points of interest including playgrounds, barbeques, water features and picnic facilities. The route should take advantage of natural shade but be cognisant of potential existing and future tree root damage.
- Alignment to relevant strategies and policies (e.g. Public Open Space Strategy, Disability Access, and Inclusion Plan).

- Incorporate Crime Prevention through Environment Design (CPTED principles where applicable).

### Evaluation Process for Path Renewals

The requirement to undertake renewal of an existing path will be assessed against the following:

- Condition rating
- History of maintenance and repair (caused by tree roots, vehicles, building works)
- Changed usage levels due to densification and changed land use
- Proximity to new pedestrian generators/attractors
- User needs and local demographic factors e.g. proximity to retirement homes
- Alignment to relevant strategies (e.g. POSS, Tree Canopy etc)
- An assessment of whether a path is still required in the location, prior to committing funds to renew or upgrade

In general, the renewal or upgrade of existing paths will take priority over new paths.

<b>Document responsibilities:</b>			
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<b>Compliance requirements:</b>			
<b>Legislation</b>	<i>Local Government Act 1995</i> <i>Local Government (Uniform Local Provisions) Regulations 1996</i>		